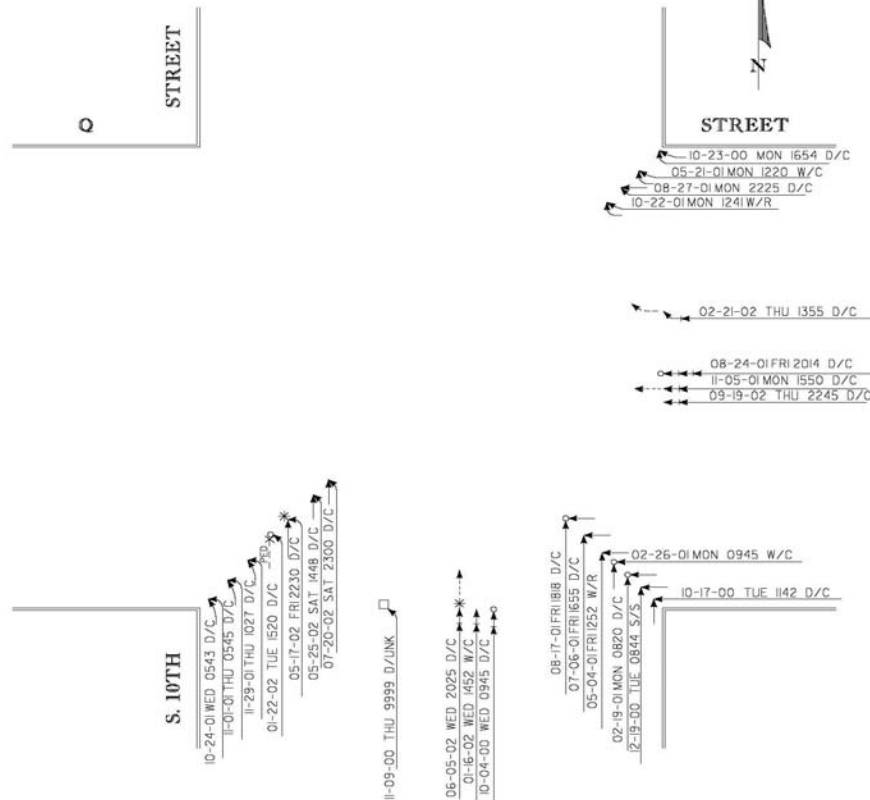


5.15 10th Street and Q Street

ADT: 37,400 veh/day (2002)
Traffic Control: Actuated Coordinated Signal

BEFORE

Time Period: 10/1/00-9/30/02
Crash Pattern: NB Left Turns, Right Angles, and Rear Ends
 WB Right Turns



Total Crashes in Before Period: 26



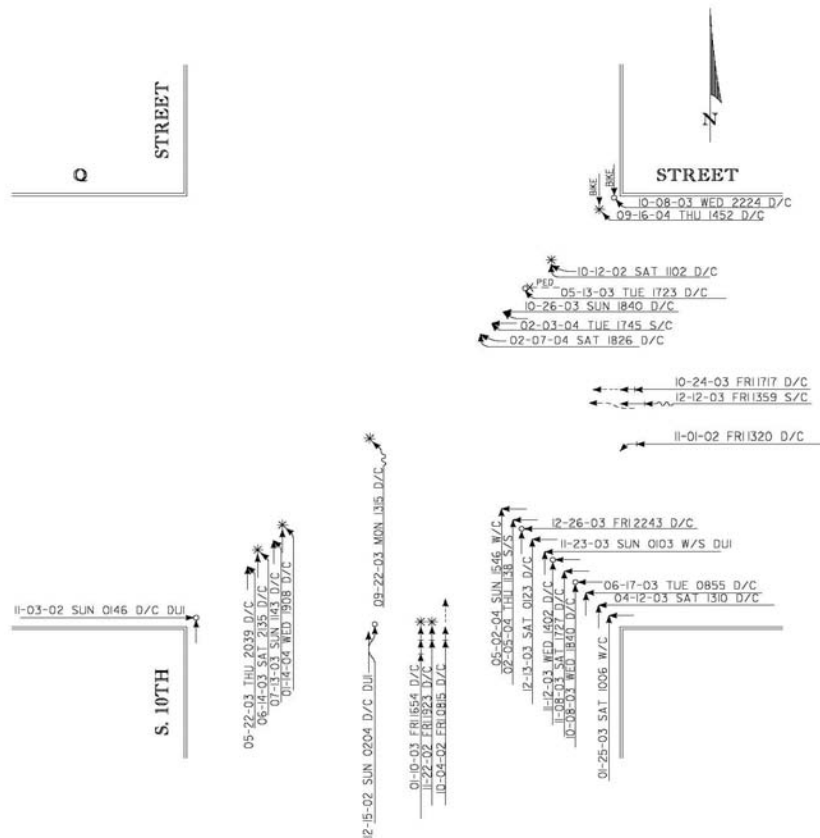
10th Street and Q Street - Westbound Approach (Before)

5.15 10th Street and Q Street

AFTER

Countermeasures: Adjusted Signal Timing for Progression
Improvement Completion Date: October 1, 2002

Time Period: 10/1/02-10/1/04
Speed Limits: NB Arterial- 25 mph
 WB Arterial- 25 mph



Total Crashes in After Period: 31



10th Street and Q Street - Westbound Approach (After)

5.15 10th Street and Q Street

COMPARISON

Countermeasures:

Adjusted Signal Timing for Progression

Improvement Completion Date:

October 1, 2002

	Before	After	Change
Analysis Period	10/1/00-9/30/02	10/1/02-10/1/04	-
Primary Crash Benefit			
Total Number of Correctable Crashes	19	21	11%
All Other Intersection Crashes	7	10	43%
Intersection Crash Experience			
Injury + Fatal Crashes	6	7	17%
Property Damage-Only Crashes	18	17	-6%
Non-Reportable Crashes	2	7	250%
<i>Total Number of Intersection Crashes</i>	<i>26</i>	<i>31</i>	<i>19%</i>
Total Intersection Benefit			
Crash Rate	0.95	1.14	20%
EPDO Rate	2.78	3.20	15%
EPDO Number*	75.70	87.40	11.70

Cost of Property Damage Crash: \$ 6,500
Total Benefit (12 months): \$ (76,050)
Equivalent Uniform Annual Benefit (EUAB): \$ (74,104)

Total Cost of Improvements:

Equivalent Uniform Annual Cost (EUAC): \$ 1,060
Initial Cost: \$ 1,000

Benefit-Cost Ratio: $\frac{\$ (74,104)}{\$ 1,060} = -69.9$

Net Benefit (Present Worth): \$ (74,104) - \$1,060 = (\$75,164)

**Change NOT Statistically Significant at 95% Confidence Interval*

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